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BONDED "JITNEYS" AND LEGAL MARATHON CONTESTS.

Those extremely considerate friends of the street railway interests, so solicitous of the public safety and fear that someone may be hurt by a "jitney" bus without being able to walk up forthwith and pluck off a modest fortune from some indolent bonding company, are still seeking to incite a sense of consistency by comparisons with the demands that are made upon the street car companies, in case of accident. This much in their own words:

If the street railway company, because it does a public utility business, is compelled to compensate the pedestrian injured by a street car, why should not the jitney, likewise doing a public utility business, be compelled to compensate the pedestrian which it may injure?

Most certainly gentlemen, they should and they are, exactly to the same extent, but the correct answer to the query is, that the street railway companies are not "compelled," and neither do they as anything like a rule pay. From the multiplicity of cases that they have it is cheaper to employ lawyers by the year to fight them, and beat them, or at least wear them out. This from the Ft. Wayne Sentinel illustrates the point:

Benjamin F. Repp, a Columbus man, just now appears to be leading a sort of legal marathon contest with a traction company which originated four years ago in a suit for \$250 damages and is still going at a lively clip in its circuit of the various courts. The really interesting phase of the contest is not whether or no Mr. Repp is to get his \$250, but whether he is going to be able to hold out long enough to legally "wind" a good, healthy corporation which seems to have now struck its normal running gait and is coming along the track as fresh as a daisy.

That is the gist of the whole matter. The traction companies are, perhaps financially responsible and could be made to pay if you could ever bring them to it, and collecting indemnities from a bonding company back of a "jitney" bus, would be just about as tedious for them to be wealthy and employ their attorneys by the year, to defeat damage cases. Don't get it into your head that if the "jitneys" were bonded and you were injured, all that would be necessary would be for you to go over to the bonding company and carry away whatever of compensation for damage you might allege. Pacific Motoring, Los Angeles, discusses indemnity by the "jitneys" this way:

Better to legislate this new means of conveyance entirely out of business and be done with it. Most of the traction companies carry indemnity insurance, not because it is required of them, but because they find it cheaper to pay the premiums than to do the settling and fighting, and the insurance companies in their turn, find it profitable to do the settling and fighting for the premiums. In either case the injured party gets the small end of it for these concerns have experts to make the settlements and in involving the law's delays when it comes to litigation. Jitney regulation by bonding is a farce so far as concerns compensation to an injured patron.

Besides it opens a new field, capable of being made fruitful for the "ambulance chaser." It would be especially so if the indemnity companies didn't fight. The demands upon the bondsmen would be coming in constantly on trumped up charges, perhaps, just as now, we concede, they are occasionally trumped up against the traction people. The public knowledge, maybe, that the "jitney" bus patron is taking his own chance with the "jitneys," due to the financial unreliability of the owners, is the best indemnity against accidents after all. We have known of people perfectly willing to be hurt a little when there is a prospect of fat indemnity in sight.

But financial responsibility or no financial responsibility, whether injured by a street car or a "jitney" bus, the chance of recovery is always at a minimum—nothing in the first place being just about as acceptable to the average man as a long fight with some traction corporation or bonding house, and nothing but trouble for his pains in the end, assuming that the end is ever reached.

BRYAN'S MUNITION VIEWS.

We are more than inclined to believe that the German-Americans put one over on former Sec'y of State Bryan, following his recent address at the "peace meeting" held at Madison Square Garden, New York city, when after he had finished the aggregation proceeded with the adoption of resolutions demanding that the United States government stop the exportation of arms and ammunition. Mr. Bryan did not write those resolutions; they were prepared presumably by the German-American leaders under whose auspices the meeting was held, but naturally, under the circumstances, his enemies would have him seem to sanction them.

That would place him in a position precisely opposite to the one he took in his recent appeal to German citizens, after his resignation from the cabinet. In that statement he explained that the government could not

stop the munitions traffic, and should not be expected to. His reasoning was the same as that set forth more fully in a personal letter written to Sen. Stone on the 20th of last January, in which he said:

If any German citizens, partisans of Germany and Austria-Hungary, feel that this administration is acting in a way injurious to the cause of those countries, this feeling results from the fact that on the high seas the German and Austro-Hungary naval power is thus far inferior to the British. It is the business of a belligerent operating on the high seas, not the duty of a neutral, to prevent contraband from reaching the enemy.

Those in this country who sympathize with Germany and Austria-Hungary appear to assume that some obligation rests upon this government, in the performance of its neutral duty, to prevent all trade in contraband and thus to equalize the difference due to the relative naval strength of the belligerents.

No such obligation exists; it would be an unequal act, an act of partiality on the part of this government, to adopt such a policy, if the executive had the power to do so. If Germany and Austria-Hungary cannot import contraband from this country, it is not, because of that fact, the duty of the United States to close its markets to the allies. The markets of this country are open upon equal terms to all the world, to every nation, belligerent or neutral.

Owing to Mr. Bryan's wide influence and the importance of the principle involved, the public will be glad to learn that the former secretary of state has not really changed his mind, but rather was placed in a false position at the New York meeting by unscrupulous German-Americans, who are not Americans but Germans, and care little how much they compromise either America or its citizens.

THE QUAKE THAT QUAKED.

To the moralist there is a lesson taught by the Imperial valley earthquake. The ways of Providence are inscrutable but in the aftermath of fell calamities, by means of which the will of the omnipotent is often worked, there ever stands out, like a beacon of hope, a resultant blessing.

Imperial valley, that little section of country endowed so richly by nature, had its canker spot, which has been sapping its vitality, slowly but surely eating into the very heart of the prosperous community. This canker spot was the hole of iniquity across the line at Mexicali. The resort of gamblers, thugs and society's outcasts, it was growing every day into the greatest menace Imperial valley faced.

Mexicali is a little, typically Mexican village, just a stone's throw across the border from Calexico, one of the most important and fastest growing towns in the valley. It is naught but a collection of tumble-down, adobe jacals, practically each and every one a den of vice, saloon, gambling house or dance hall. Games of chance, mostly "crooked as a dog's hind leg," run wide open. The worst characters from both Mexico and the United States congregated there. The village was honeycombed by a network of underground passages where hundreds of Chinese indulged themselves in the fatal by-product of the poppy, and lay in wait for an opportunity to cross to Uncle Sam's domains, in violation of the exclusion law.

This hell-hole, still in its infancy, was rapidly looming up as the most dangerous spot on the American continent. Beside it La Juana, notorious through two continents, was a sylvan retreat.

The earthquake, which terrified the people of Imperial valley last week, took its heaviest toll at Mexicali. Many of the most dangerous dens were razed and the underground passages filled up. Every life lost was at Mexicali and each one in a resort of ill repute. Even a few hundred feet away in Calexico, on the American side, the damage was comparatively slight.

The gamblers, ever superstitious, are reported fleeing the country terror-stricken and conscience smitten. It is probable that from the ruins of this Mexican Sodom there will rise a peaceful, law-abiding community, which will add to the lustre of the whole of Imperial valley. If that be so, then indeed the earthquake will have proven a blessing in disguise.

THE FIRST IMPRESSION.

Frank Prestwick, New Yorker and so-called arbiter of styles of men's clothes, is out at the Panama-Pacific exposition, telling 'em what's it in shoe, necktie, pants and such, and bearing down hard on the importance of "the first impression."

"The first impression" is a great thing. A great many people are influenced by it, just as a great many people are still willing to buy 2-cent stock in gold mining bonanzas. But the great majority of employers and the great majority of brainy people, generally, take "first impressions" made by dress with a bagful of salt.

Put two applicants for jobs up before the average business man, one dressed neatly and the other dressed with evident regard for raging styles, and the first has the advantage. The

first impression is that the one has good hard sense and is serious and the other a lot of time and thought to devote to dress which doesn't appear in the profit and loss figures.

People may be in the raw, in some respects. They may wear much wool when a little silk is the style. They may don the open-faced night shirt when the aesthetic pajama has long since eaten its way into favor with the smart set. Their forelocks may be permitted to commingle with their whiskers whereas pompadours are the real style. They may be a mighty sight more likely to wear horse-skin leggings than doe-skin spats at a social function. But they may at the same time possess—bought and paid for—experience that convinces them that the smarter the dresser the smarter the scamp, in the majority of cases, and this understood, "first impressions" won't get any further west of the Rockies than they do in the exemplary state of Missouri,—or Indiana.

COLLEGE GIRLS' CHARACTER.

Katherine B. Davis, commissioner of correction of New York city, says that in her fifteen years' experience in handling female delinquents, "she has never found a college girl among them."

It can be argued plausibly that the college has little to do with it, that college girls are a special social group, carefully selected, and not likely to go wrong whether they attend college or not. They generally come from "good families" and their characters presumably have been shaped in an environment of sound morals and wholesome thrift.

But of course that isn't the whole story. Everybody who knows anything about colleges, and particularly women's colleges, knows that they exert a powerful influence in building character. The girl enters college with a set of morals ready-made for her and blindly accepted; her four years' course is a thinking and building process; she leaves with an intelligent acceptance of principles that most young women merely take for granted. She has thought her way through things. She knows why right is right and wrong is wrong. Her character is established on a far firmer foundation than that of her less cultivated sisters.

Added to this, she has gained intellectual interest and resources and associations that lift her above temptations that come to the idle and shallow-minded. And in her equipment for earning a living, she has a powerful economic bulwark against lowering her moral standards.

It is much the same with male students. When a college man wanders from the straight path, it is always a matter of surprise and reproach. "He should have known better." The higher education, in spite of the "unsettling effects" that pious folk used to fear, is recognized today as a potent force for righteous living.

AEROPLANES AGAINST SUBMARINES.

The sinking of a submarine by an aeroplane, as reported from Berlin, is the first recorded example of a new form of warfare which may soon become as familiar as aeroplane raids or submarine torpedo attacks. While this form of fighting is yet undeveloped, some military experts declare that it gives promise of more effective protection against submarines than any other method yet suggested.

The under-sea boat, it must be remembered, cannot remain hidden from the aeroplane as it can from surface fighting craft. The higher you rise in the air, the deeper you can see into the water. Thus aviators have exceptional facilities for spying out submarines. It is possible that a few hundred scouting planes, fitted with hulls so they could alight safely on the water in emergency, would be able in a short time to locate nearly all the German U-boats operating around the British Isles.

That espionage service alone would be highly important, even if it availed only to warn merchantmen, and bring destroyers to chase the submarines. But it is said that if the air craft were also provided with bombs specially adapted to penetrate the water easily and strike vessels beneath the surface, the submarines might be driven from the trade routes.

It is possible that the British admiralty is actually preparing such air craft and such bombs. If it is, the sea warfare may at any time take a new and startling turn.

CUSTOM OF CARRYING CANES.

One of the freaks of fashion that seems particularly amusing to the philosopher, is the new feminine fad for carrying canes. Reports from woman's college towns say it has become a craze.

In most cases the fashions lead people to adopt things suggesting youth and agility. Canes on the other hand are the insignia of age and feebleness. They suggest rheumatism, lame backs, crippled feet or less, and are inappropriate to youth.

It is true that many young men have always carried canes. Yet the habit on the masculine side is declining. Formerly almost every man had his walking stick. They were so common that they furnished the principal means of chastising the bad boy, which was commonly referred to as "caning." In most homes today other implements have to be collected for this necessary purpose.

However woman has a way of making the illogical seem attractive and charming.

The farmers admit that they may get smashed up by automobiles when they drive through the country at night without carrying lanterns, but then their grandfathers never felt that lights were necessary.

THE MELTING POT

COME! TAKE POTLUCK WITH US.

MY FLOWER.

Once I saw a pretty flower
Growing in a meadow green,
Spreading fragrance every hour,
And delight whenever seen.
And I plucked that pretty flower,
Growing in the meadow green;
Pressed it to my heart that hour,
And made it my little queen.

R. E. B.

RECENT events move us to inquire, is baseball a national pastime or a national illusion? According to the latest wireless census there are 65,853 baseball fans in South Bend, including those of school age and those below and above, and of these 1,500 attended the booster game Wednesday. The deduction prompts our inquiry.

BETTER late than never was our reflection when we read of five June brides married on the last day of the month. If one wishes to be remembered as a June bride we don't see how the last day of the month can be as good as the first or 15. Still, we are not convinced of the superiority of June over any other month.

MATRIMONY is a sentimental and temperamental affair. As far as statistics carry us we do not find the June bride any happier than the February bride, unless the former is more happily married and situated. By the situation we mean the masculine atmosphere in which she is enveloped. If we were to pass the ordeal again, which, for certain reasons, may heaven forefend, we wouldn't mind the month.

A NEWSPAPER man was stopping at the cottage of a spinster at a favorite summer resort. Her name was Miss Tillie M. He got out a miniature newspaper for her on his typewriting-machine. He called it the "Oak Grove Illusion." He told her she should be very proud of the paper, as that was the only issue she ever had.

H. S. F.

THE new fashioned man who doesn't bric a brac when the fire department or a brass band goes by is in process of evolution. He is now so far advanced that he will not go to the door.

Moving Day In Trieste.

(London Chronicle.)
A passage in Lady Burton's account of her life at Trieste with her husband has most unexpectedly developed now into something like an omen.

"There is a curious law in Trieste that you must give notice, if you wish to quit a house, on the 24th of May,

WHAT THE PAPERS SAY

A SHIP SUBSIDY.

(Indianapolis News.)
Indorsement of a ship subsidy by the chamber of commerce of the United States has not made much of an impression on the country. The American people for years have been against a policy of special aid for the shipping interests, and they are not likely to change their minds readily. The merchant marine question remains one of the most important and every month increases the demand for some sort of answer. The proposed establishment of a government owned line was vigorously denounced in congress and out, and has, in substance, been rejected by the membership of the national chamber. But swinging to the other extreme, this organization goes on record in favor of subsidy. It is to be assumed that the vote was cast in good faith, and that the figures actually represent the leanings of those who control the various bodies.

A little thought and inquiry will probably convince some of those who support the subsidy idea that such a plan is as impracticable as it is un-American. This country for years has opposed a ship subsidy. The slight deviation from an established rule failed to bring prosperity to the recipients, and at the same time the grants thus authorized seriously burdened the government. The United States has never adopted ship subsidy as a permanent policy, and it is not likely, under the policy and it is not likely, under the circumstances, to be hurried into a change. If government ownership was unpopular, ship subsidy would prove more so. The futility of the subsidy as a means to revive shipping is generally recognized. Once embarked with a subsidized merchant marine, this country would soon find itself in difficulties more serious than those encountered when even the need for ships are lacking. Before subsidy is indorsed it would be well to note where it would lead us.

ENGLISH EXTRAVAGANCE.

(London Statist.)
The country has been at war for practically 10 months now, and yet no class seems really to understand the need for economy. We are spending two and a half, possibly even three, millions every day. We are borrowing sums that would have been thought utterly impossible and incredible 12 months ago. And yet people are living as extravagantly as they lived in the piping times of peace.

There are new demands for recruiting. There are even hysterical demands for compulsory service. And yet we are told in the same breath that the army is exposed to unnecessary loss of life because there is not a sufficient supply of munitions. And people, who will not recognize that there is a scarcity of trained men to turn out the munitions that are needed.

In the same way, while great fortunes are being made by those who are working for the government, what may be called peace business is practically at a standstill. Even the trades that we always have conducted we are neglecting. On the other hand we are buying fabulous quantities from the United States, Argentina and other countries.

Debts are being run up in enormous amounts, and nobody seems to ask himself: How is the bill to be paid when the day of reckoning comes? We shall probably muddle through to the accustomed phase. But is it not time that we saw the folly of muddling through, and made up our minds to act as business men in a country which prides itself on being exceptionally good in business?

ART SHIPMENTS.

(New York Times.)
The American Federation of Arts at Washington is ill-pleased with the law under which express companies must now exact \$3 for each \$1,000 or value on works of art, and the full value of a shipment must be declared. The federation of arts has every reason to complain. One of its principal activities was sending traveling exhibitions of pictures and sculpture to places

and on the 24th of August you must leave; so any stranger coming into Trieste on the day last mentioned, would see nothing but processions of carts and wagons covered with furniture and boxes, and looks exactly as if a town was being deserted for a bombardment, or the moving of an army."

Now, it was on May 24 that Italy began the present war with Austria—a very emphatic notice to quit; and one may speculate what Trieste will be like by Aug. 24.

IT wasn't that we needed that last game with the Ducks, but that Saginaw was from Michigan and had to be shown.

When the sea is drained of water, And the bones of mules found, "Ah! here," will say the oligist, "Must have been a battle ground."

WE contemplate with pardonable local pride the proof that, contrary to prediction and some precedent, South Bend can get together, and usually does on the main chance. This consolidation, or merging, if you please, of the C. & C. and the C. & C. C. constituting the C. of C. and C. C. C. is the high water mark in accomplishment which emphasizes the fact. Out of two parts both the whole has been made and the civic, commercial and industrial interests of South Bend are centered and situated in a permanent home. It's the biggest thing that's happened since Alexis Coughlin and Col. Taylor laid out the town.

WHEN our telephone manipulator is called away from her desk and leaves us in charge, we being next in rank, we are always apprehensive that a woman will call up, and usually not without reason. Most always a woman calls—sometimes two or three while we are in charge, and before we get fairly set she has her message about half delivered. Then we have to say, "What's that, please?" two or three times and then we never can catch her name on account of her rapid fire. By the time the conversation is ended we are in a state of nervous collapse, and the woman—O, she's mad enough to bite somebody. What she thinks of our stupidity we'd hate to hear.

THE state of Missouri still thinks Champ Clark was robbed at Baltimore.

BUT look at the son-in-law he got. C. N. F.

Hot Weather is Here, Are You Prepared?

An Electric fan will keep you comfortable although it is a hundred in the shade.

Did you get one of those celebrated G. E. Eleatric Flat irons that sells at \$4.00, if not you still have until the 10th in which to one at \$3.00. One dollar down and one dollar a month. These irons are sold under an absolute guarantee.

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